

Jan. 6.
**ARRIVED FROM
MAIDEN TRIP.**

**NEW SCH. JEANETTE AMONG THE
FISHERMEN AT T
WHARF.**

The fish market at Boston today continues firm, although a fleet of 15 vessels have arrived since last report, but as they are from the inshore grounds, their fares are limited to a few thousand pounds each.

The most important arrival today at that port is the new sch. Jeanette on her maiden trip, with 7000 pounds of haddock. This vessel was built by John Bishop of this city, is of the knockabout type and the skipper and crew speak in the highest terms of her sea-going qualities.

The receipts of fresh fish are reported by dealers as insufficient to supply demand, but larger returns are expected early next week, for the off-shore fishermen are all out today and should be returning by Monday.

The shipment of lobsters on the Yarmouth steamer at Boston yesterday was a disappointment. Dealers hoped for a large quantity, but received only 680 crates. The Halifax steamer had 59 crates more.

Boston Arrivals.

The fares and prices in detail are:
Sch. Metamora, 15,000 haddock, 1000 cod.
Sch. Rose Standish, 5000 haddock, 3000 cod, 4000 hake.
Sch. Victor and Ethan, 8000 haddock, 500 cod, 1000 pollock.
Sch. Jeannette, 7000 haddock, 500 cod, 1500 hake, 700 cusk.
Sch. Little Fannie, 500 haddock, 200 cod, 100 hake.
Sch. Valentinna, 3000 haddock, 500 cod, 200 hake.
Sch. Washakie, 7000 haddock, 1500 cod, 300 hake.
Sch. Emily Sears, 5000 haddock, 100 cod, 400 hake.
Sch. Emily Cooney, 3000 haddock.
Sch. A. C. Newhall, 7000 haddock, 100 cod.
Sch. Mabelle E. Leavitt, 4000 cod.
Sch. Rebecca, 13,000 haddock, 800 cod.
Sch. Stranger, 4500 haddock, 300 cod, 100 hake.
Haddock, \$3.75 to \$4 per cwt.; cod, \$4 right through; hake, \$4.25; pollock, \$4; cusk, \$2.75.

Fitting Out For Halibuting.

Capt. Augustus Peterson, one of the prominent halibut skippers, is now fitting out sch. Rhodora for fresh halibuting.

Capt. Ernest Egstrom will now engage in the fresh halibut fishery, and is fitting out the fine sch. Corona for that purpose.

Both of these vessels will sail early next week.

Sch. Colonial will fit for fresh halibuting under command of Capt. Fred Upshell.

Jan. 6.

Portland Fish Notes.

No vessel has attracted more attention in Portland harbor for some days than the sch. Aspinet, which was there Wednesday with 8000 pounds of fresh fish for J. W. Trefethen.

Her crew were boasting of her achievements and declared that in the summer, with all sails set and a fair wind she has made 15 miles an hour. They added there was not a fishing vessel on the coast to which she could not show a clean pair of heels.

The Aspinet, while she owns Portland as her home port, belongs in Orr's Island. She has just returned from a four days' trip to Monhegan and encountered some fairly stiff weather. The schooner has done most of her fishing out of Boston, not having sold at Portland before since June, 1909.

Capt. Brigham reports a good season last year, having stocked over \$20,000 in the six months from April to October.

Late Wednesday afternoon, the fishing schooner Mineola came in with 4000 pounds of fresh fish, which were sold to J. W. Trefethen. This arrival with the Grayling and the Aspinet made the day's receipts fairly large following the bad weather.

Jan. 6.

Sch. Richard J. Nunan May Be Re-floated.

The wrecking steamer Tasco has been sent to Cape Porpoise to free the fishing schooner Richard J. Nunan, which went ashore at Polly rock, near the entrance to that harbor, several days ago. It is thought that she will be pulled off at the first high tide.

Jan. 6.
**SCH. MONITOR
ONLY ARRIVAL.**

**VESSEL LANDED FRESH HALIBUT
AT PORTLAND BUT BROUGHT
CODFISH TO THIS PORT.**

The arrivals at this port today are confined to one vessel, sch. Monitor, via Portland, with 15,000 pounds of salt cod.

This craft has been on a fresh halibut trip and landed a fine fare at Portland which sold from vessel at 15 1-2 cents right through. The skipper and crew report rough weather on Quero bank, where they were fishing, but when opportunity permitted some fairly good hauls were made.

The shore boats are all out today and with fine weather the local market will in all probability receive a better supply.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Monitor, Quero Bank, via Portland, 15,000 lbs. salt cod.
Sch. Leo, shore.
Sch. Flora J. Sears, shore.
Sch. Mary E. Silveira, shore.
Sch. Ida S. Brooks, shore.
Sch. Rita A. Viator, shore.
Sch. Mary DeCosta, shore.
Sch. Sadie M. Nunan, shore.
Sch. Priscilla, shore.
Sch. Matchless, Provincetown.

Vessels Sailed.

Sch. Natalie J. Nelson, Provincetown.
Sch. Frances P. Mesquita, haddock-ing.
Sch. Annie Perry, Provincetown.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.
Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.
Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.
Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.
Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

Jan. 7.

**ONE CARGO OF
CURED FISH.**

**THE ONLY SEMBLANCE TO A FISH
FARE AT THIS PORT THIS
MORNING.**

Quite a number of the shore boats remain in port, those which were here yesterday being joined by a few down from Boston.

There are no off-shore arrivals with fish, the only semblance of a fare being a cargo of cured fish in the packet sch. Annie F. Kimball from Northeast Harbor, Me., after a long passage, she being held up at Portland by the recent long stretch of bad weather.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Annie F. Kimball, Northeast Harbor, Me., 900 qtls. cured fish.

Today's Fish Market.

Bay of Islands salt herring, \$4.12 1-2 per bbl., Bonne Bay salt herring, \$3.62 1/2 per bbl., pickled herring \$5 per bbl.
Eastern deck handline salt cod, \$5.55 per cwt.; for large \$5 for mediums and \$5 for snappers.
Bank halibut 12 cts. per lb. for white, 11 cts. for gray, with the heads on.
Salt cusk, large, \$2.50 per cwt.; medium, \$2.
Salt haddock, \$2 per cwt.
Salt hake, \$2 per cwt.
Salt pollock, \$2 per cwt.
Splitting prices for fresh fish:
Codfish, large, \$2.50 per cwt.; medium, \$1.80; snappers, 80c.
Cusk, large, \$1.75 per cwt.; medium \$1.30; snappers, 50c.

Jan. 7.

Haddock, \$1.10 per cwt.; hake, \$1.30 per cwt.; dressed pollock, \$1.30 per cwt.; round pollock, \$1.20 per cwt.
Georges handline salt cod, \$5.55 for large and \$5.50 for medium.

Will Bring Newfoundland Fish.

A St. John's N. F., dispatch says: "The schooner Marjie Turner, which harbored at Trepassy yesterday, from Portland, goes to Port-de-Graves, where she will discharge 50 tons salt and load damp fish for Gloucester. George Dawe of that town, has the order to purchase 2,000 quintals and is paying \$3 per quintal for it. The fish is for the same firm that purchased it on the west coast.

Good Halibut Fares.

Sch. Mooween, Capt. Daniel McDonald, stocked \$4000 on her fine halibut trip landed at Portland a few days ago, the crew sharing \$93.75.

Jan. 7.

**HERRING CRAFT
OWNERS FEAR ICE**

**SOME ICE AT BAY of
ISLANDS and BONNE BAY
FAST FREEZING UP.**

**PROSPECTS POOR FOR
ALL VESSELS SECURING
FULL LOADS of FISH.**

Vessel owners having crafts at the bays on the treaty coast of Newfoundland for herring are now beginning to worry about the ice coming down. At last reports from Bay of Islands, there was no ice except in the Humber and no word of ice to the northward and headed down the gulf has yet been received, but at Bonne Bay it has set in very cold and yesterday it was freezing up all around there.

There is a big fleet on the treaty coast and it is realized that it is getting late. It may be another open winter, like last season, but as a general thing skippers and owners calculate to be out of Bay of Islands by January 15.

Herring have been scarce and many vessels have secured only partial loads, some having not enough to speak of, and this scarcity of fish has caused them to hang on in hopes of loading, but should word come of the ice coming down from across on the Labrador shore and Anticosti, they will be obliged to leave in a hurry with what few herring they have.

A telegram from Bonne Bay, last night said that the weather had set in bitter cold and there was a heavy wind going and the bay fast freezing up. Sch. Fannie A. Smith had secured a full load of frozen herring and was ready to sail from there the first chance.

Outlook for Herring Considered Discouraging.

Letters from Bay of Islands report a great scarcity of herring, with the outlook very discouraging. The first of the week schs. Constellation, Saladin and Ada M. McKown were operating in the Humber Arm, the only place in the bay where there seemed to be any herring to speak of. There is good frost and has been since December 30, and on the first day of the new year the ice made so fast in the Humber that the three gasoline auxiliary schooners above mentioned had to pass out into safe water to avoid being nipped. On Monday the wind hauled to southwest and the ice began to go out of the Humber and the gasoline craft went back in the Arm again.

The expected body of fish has not struck in, and unless something happens soon the season is liable to close quickly and in bad shape for many of the vessels.

Jan. 7.

CONDEMNED SARDINES.

United States Authorities Destroyed Large Quantity at Pittsburg.

There was a wholesale condemnation of sardines in Pittsburg a few days ago. United States District Attorney John H. Jordan went before Judge Charles P. Orr in the United States district court and obtained an order for seizure and condemnation of 327,144 cans of sardines shipped here from Maine points.

The district-attorney showed that the sardines were unfit for food and got the order.

The sardines were taken from the storehouses and destroyed.

The department of agriculture at Washington had warned Pittsburg to be on the lookout for these sardines, which were consigned from three Maine firms.

The bureau of chemistry, the department of agriculture, and the United States fish commission had passed on the sardines as "filthy and decomposed, putrid animal and vegetable substance, and unfit for food."

FOUR CATCHES IN A WEEK.

Sch. Matthew S. Greer Made Phenomenally Quick Trips.

Sch. Matthew S. Greer is surely one of the short trip vessels, and Capt. Greer has made a record for the market fishermen. It is not a new thing for seiners in the mackerel season to run into the market every day or two, but to have been at T wharf four times within eight days with fish to sell is new for market fishermen.

A week ago yesterday Capt. Greer brought his vessel to T wharf with a trip of fish, and after she was unloaded he and his men came here for the holiday, but got out again in time to make a set and be back to Boston again on Monday. That night he sailed again, and was back on Wednesday, and sailing again that night reached Boston light yesterday morning at 5 o'clock. He found no towboat, and the schooner did not reach T wharf until 9 o'clock. His four catches for the week netted about \$2100.

MARKET BOATS HAD HARD TIME.

Some of the Dories Narrowly Escaped Swamping in Thursday's Gale.

Some of the market boats fishing in Boston bay on Thursday had a pretty hard time getting all their dories back. It was rough when the men went out to set, and as they were hauling, some hours later, it came on to blow harder than ever, and for a while it looked as though some of the dories might not be able to make their crafts and would be swamped before they could be picked up. Fortunately, however, there were no accidents, although it was late in the evening before the last of the dories were got on board.

Portland Fish Notes.

Thursday two vessels of the Nunan fleet were in port, schs. Mildred V. Nunan and the Sylvia M. Nunan. Each had 8000 pounds of fish and discharged their fares at the F. S. Willard Co. Sch. Angie B. Watson brought in 4000 pounds for J. W. Trefethen.

Capt. George Marr Thursday stored away \$3800 in his pocket as the result of a fishing trip from which he has just returned. He is the skipper of the Gloucester schooner Monitor and arrived here Thursday after a month's trip to Quabo Bank. He had 20,000 pounds of halibut, 7000 pounds of fresh fish and 7000 pounds of salt fish. He took the salt fish with him to Gloucester.

Big as was his stock, he declared that he would have landed more fish if the schooner had not gone adrift one night and got off the grounds. This was only a few days ago, so he decided to hoist sail for Portland. He sold his fare to F. M. Harty of the New England Fish Co. for 15 1-2 cents right through. Capt. Marr had little to complain of about the weather, except for the first of his trip, when he encountered heavy seas and bad winds.

Thursday morning the members of the local fleet set out from Portland and the captains were in high hopes they would be able to bring back some fish after the past week of rough weather. But the boats could not get beyond Seguin. There they ran into the thickest bank of fog that has hung off the coast this year. The skippers said it was impossible to see the length of the vessels. There was a heavy sea making, so that they decided the only safe thing to do was to return to port and await more favorable weather. It has now been a whole week since the local fleet has been able to get out. There are still enough fish on hand, however, and prices are not unusually high, except in the case of halibut.

Jan. 7.

While making into Central wharf at Portland on Thursday, sch. Mildred V. Nunan of the Cape Porpoise fishing fleet, struck the pier a heavy blow. The anchor was broken off and the port chain plates were crushed in. It was estimated that about \$50 damage had been done.

DENIES SCH. BLANCHE STORY.

PREMIER BOND CLAIMS REPORT OF TROUBLE REGARDING SAIL WAS A FAKE.

Sir Edward Morris, premier of Newfoundland, was in Boston Thursday and was the guest of the Chamber of Commerce at luncheon. Sir Edward saw the newspaper men, or the newspaper men, saw him, and the result was several big articles on Newfoundland and her prosperous present and bright future.

Incidentally Sir Edward tackled the recent sail incident on sch. Blanche at Bay of Islands, and here is how one paper quotes him:

Premier Morris' Version of the Affair.

"Sir Edward's attention was called to a paragraph in newspapers in the United States to the effect that the Gloucester fishing schooner Blanche, having lost her sails, en route to Newfoundland and being ready to take new sails on board there, had been refused permission to do so unless duty was paid. It was further charged that the vessel had been detained and that her owners had notified the Newfoundland government that they would claim demurrage of \$50 per day for the delay. He replied:

"It is a pure fake. No such thing occurred.

"The facts were that the Blanche had her sails carried away; that another vessel, the Premier, brought down new sails, but had reported them at the custom house as her own; that nine days after the Blanche sailed for home with her cargo, it was discovered by the customs officers at Newfoundland that the Premier had brought down and imported new sails and had transferred them to the Blanche; that this was a violation of the customs laws of Newfoundland and of the treaty because nothing can be imported into Newfoundland to pass into consumption without paying the regular duty; that notwithstanding these facts, nothing was done by the Newfoundland government authorities and the matter remains in abeyance."

Thinks Newfoundland Will Ultimately Supply United States With Fish.

"Sir Edward thinks that Newfoundland will ultimately be supplying the United States with an enormous additional quantity of fish, and believes that this will prove one of the chief factors in solving the problem of the increased cost of living in this country. At present Newfoundland fish is all exported salted and sundried and goes to the countries of southern Europe, to Brazil and to the West Indies."

SCH. MIRANDA LOST HER SAILS.

CAUGHT IN BLIZZARD AND AWAITING NEW OUTFIT AT NORTH SYDNEY.

The life of the Gloucester fishermen, especially at this time of the year, is not a bed of roses. The proof of this was the arrival at North Sydney, C. B., New Year's night of the sch. Miranda, Capt. Charles B. Daley.

The Miranda left Bay of Islands on Thursday night with 30,000 pounds of frozen herring, and 700 barrels salt herring. Shortly after leaving the fishing grounds for the home port, the schooner ran hard into a fierce north-west blizzard.

First the jumbo was torn into shreds then the foresail fared a similar fate. Under such conditions, and with the sturdy craft encased in ice from waterline to the rail, the skipper and crew had a pretty hard time of it off Cape George.

One immense sea struck the Miranda, flooding the cabin and endangering the shifting of the heavy cargo in her hold, but the men worked as only Gloucester fishermen can, and after 72 hours of hard work, Capt. Daley poked the schooner in to North Sydney for shelter Sunday night. A new sail was at once telegraphed for and the schooner will probably sail

Jan. 7.

SIXTEEN CRAFT AT T WHARF.

MARKET FLEET STRUCK FAIR FISHING YESTERDAY AND GOT GOOD PRICES.

Sixteen of the market fleet at T wharf this morning have generally pretty good fares and got good prices. The weather has been pretty bad for the boats but most of those in this morning got a dip yesterday and struck pretty fair fishing.

Haddock sold at \$3.65 and \$3.75 and large cod \$5 to \$5.25. Hake brought \$4.50 and pollock from \$3.25 to \$3.75.

Most of the fleet in have catches around the 10,000 pound mark, with haddock predominating.

Sch. Matthew S. Greer, which got in in time to sell on yesterday's market, had the largest trip, 16,000 pounds.

Boston Arrivals.

The fares and prices in detail are:

Sch. Marguerite Haskins, 3000 pollock.

Sch. Mabel Bryson, 4500 pollock.

Sch. Galatea, 10,000 haddock, 700 cod, 300 hake.

Sch. Matthew S. Greer, 12,000 haddock, 1000 cod, 3000 hake.

Sch. Yankee, 2500 haddock, 700 cod, 500 hake.

Sch. Emily Cooney, 4500 haddock, 2500 cod, 1500 hake.

Sch. Thomas J. Carroll, 9000 haddock, 1500 cod, 1000 pollock.

Sch. Manomet, 8000 haddock, 1000 cod, 300 hake.

Sch. Harriet, 4500 haddock, 700 cod, 1300 hake.

Sch. Edith Silveira, 6000 haddock, 1000 cod, 1000 hake.

Sch. Belbina P. Domingoes, 10,000 haddock, 1000 cod, 700 hake.

Sch. Ethel B. Penney, 6000 haddock, 1300 cod, 2000 hake.

Sch. Mary B. Greer, 8000 haddock, 200 cod, 600 hake.

Sch. Lillian, 6000 cod.

Sch. Marguerite, 400 cod, 1600 pollock.

Sch. Mattakeesett, 8000 haddock, 1000 cod, 500 hake.

Haddock, \$3.65 to \$3.75 per cwt.; large cod, \$5 to \$5.25; market cod, \$3 to \$4; hake, \$4.50; pollock, \$3.25 to \$3.75.

SCH. MATTAKEESETT ASHORE.

Grounded on Georges Island in Going Up Boston Harbor Yesterday.

While inward bound from the fishing grounds yesterday morning, the fishing schooner Mattakeesett, Capt. Parsons, struck a ledge on the easterly side of George's island, Boston harbor, and was so seriously damaged as to necessitate hauling out for examination and repairs.

Capt. Sparrow and life-savers from the Stony Beach station went to the vessel, carrying a line to the tug Henry Preston, Sr., which succeeded in releasing the stranded craft at 10.40 o'clock.

The Mattakeesett's rudder was damaged, and it is believed her bottom planks are chafed. After discharging her fare at T wharf the schooner was towed to East Boston and placed on a railway.

Jan. 7.

HALIFAX MAY HAVE FISHING FLEET.

NEW CONCERN MAY BUILD VESSELS, FREEZERS AND BAIT STATIONS.

There is a good prospect of Halifax having a fine fishing fleet of about 25 vessels, and a feature that makes the matter even more interesting is the fact that the parties are considering the advisability of having a couple of the vessels built of steel at Halifax or New Glasgow, with a view of trying them out for fishing purposes. The concern is the Nova Scotia Fish Company, and E. F. Hart is one of the parties interested.

The proposition is to have two bait freezers and fish stations, one on the Newfoundland coast and the other in Cape Breton. Halifax would be the headquarters of the concern and the vessels would fit out here, but the fish would be landed and cured at the Cape Breton and Newfoundland stations, each vessel reporting at one of these stations every two weeks.

Jan. 7.

At present the concern is negotiating for Newfoundland and Cape Breton properties and also for a fishing vessel which is to form the nucleus of the big fleet. It is anticipated that new vessels to be built at Lunenburg, Mahone Bay and Shelburne will be ready for the fishing season of 1912.

The concern will also go into the lobster business, and are negotiating for several lobster factories.

It is proposed that the vessels of the fleet will, after the fishing season is over and the fish all cured, carry shipments of fish to the Mediterranean, Brazil, etc. It is hoped to introduce the Norwegian and Scotch methods of curing fish, and with this end in view a number of Norwegian and Scotch fishermen will be brought to Halifax for the purpose.

Those interested are at present negotiating for the purchase of a wharf property at Halifax. Capital in France is being interested in the proposal, and if the anticipations are realized, the establishment of the enterprise will mean much business for Halifax.

Jan. 7.

SENTIMENT FOR RECIPROCITY.

Premier Bond Says People of Newfoundland Desire It.

Canadian Officials Begin Conference at Washington Today.

Advices from St. John's, N. F., indicate that everywhere in Newfoundland, the speech of the premier, Sir Edward Morris, before the Boston Chamber of Commerce, is meeting with hearty approval. He declared in that address that Newfoundland was in favor of reciprocity with the United States.

The feeling at St. John's is that Premier Morris' remarks presage the opening of reciprocity negotiations in connection with the fishery conference at Washington next week. Newspapers representing all shades of politics have come out strongly in favor of reciprocity with the United States if mutually advantageous terms can be arranged.

Sir Edward Morris, who is in New York, stated yesterday that while in Boston, he noticed considerable sentiment in favor not only of reciprocity with Canada, but also with Newfoundland. He added that if the United States wished to consider reciprocity with his government, Newfoundland was prepared to discuss it at any time.

Officials Held Conference on Newfoundland Fisheries Regulations.

Sir Edward and L. P. Brodeur, Canadian minister of marine and fisheries, held a preliminary conference at New York, yesterday, on The Hague fisheries award. Together with Sir Allan Aylesworth, minister of justice, they are on their way to Washington to discuss the same question with the American state department.

The chief question is the fishery rules and regulations passed by the Newfoundland government, which, if

objected to by the United States, must be submitted to an impartial tribunal for final judgment. New England fishermen contend that several of the present regulations are unfair, and it is hoped an amicable settlement will be reached by the conference without resort to arbitration.

Canadian and Newfoundland Officials Will Meet President.

A Washington dispatch says: Reciprocity negotiations between the United States and Canada, which were adjourned with a three-day conference at Ottawa last November, will be resumed here today.

W. S. Fielding, minister of finance, and William Patterson, minister of customs, the Canadian representatives, arrived last night. Chandler P. Anderson, counselor of the state department, and Charles M. Pepper of the bureau of trade relations, who will represent the United States, will present the Canadian envoys to President Taft at the White House this morning, and in the afternoon the reciprocity question will be first tackled in a conference in which Secretary Knox is expected to participate.

L. B. Brodeur, minister of marine and fisheries, and Sir Allan B. Aylesworth, minister of justice, are expected here in connection with the adjustment of the Newfoundland fisheries question, and President Taft has invited all four members of the Canadian cabinet, as well as Earl Grey, governor general, to a dinner at the White House Wednesday evening.

Widespread interest is being manifested by Canada in the resumption of reciprocity negotiations, and many of the leading Canadian newspapers have sent special representatives here for the conference.

Jan. 7.

STILL VOTE IN YARMOUTH ELECTIONS

Claim Made By Provincial Paper Regarding Gloucester Skippers.

A lengthy article, appearing in the Toronto Globe as staff correspondence and signed S. T. Wood, deals with Yarmouth, N. S., and the Nova Scotia south shore, as regards fishing, shipping, forestry, manufactures, etc.

The article is an interesting one, but of sensational interest, especially in this city, is the following paragraphs, which we reprint from it verbatim:

Become American Citizens for Convenience.

"The attitude of the town (Yarmouth) toward the highly valuable American market is an interesting political study. The owners of fishing vessels in Gloucester, Mass., and Boston must have officers and men, and of course the most capable men are the men of Yarmouth.

"Just here is a difficulty, for these fishing vessels, to enjoy the free entry of fish into their own country, must have American citizens as officers and men.

"The Yarmouth men are resourceful and have conformed to the needs of the situation to the extent of becoming American citizens. Of course the people of their own town realize the fact that they are American citizens for convenience, their attachment to the Republic being of the nature of a Colorado wedding. No one would think of depriving them of their political rights and privileges in their own town, province or Dominion. They profit by the fishing on the banks and the free entry of their catch into the American market, and oh! the inconsideration of man! they always talk against American reciprocity, which they would oppose by votes of questionable legality. If trade laughs at tariffs, so do the fishermen of Yarmouth."

The Steam Trawler Menace.

Speaking of the steam trawler menace, the article says:

"Yarmouth and the south shore fear the menace of the steam trawlers. Two of these are already operated from Lunenburg, and they are regarded by fishermen as a device of the evil one, though the merchants welcome them as sources of steady supply. The steam trawler moves through the fishing grounds at the rate of about ten miles an hour. She tows a net behind her with two wire cables. The net is a gigantic purse, weighted at the bottom of the mouth and buoyed at the top, while a large square board is lashed on each cable so as to strike the water at an angle and dilate it sideways. It is dragged through the fishing grounds until the load indicates that the heavy, close purse net in the centre is full. Then it is lifted over the deck by a windlass and a sailor cuts the drawing string.

"In all man's abominable activities he has perpetrated no such spectacular mess as is spilled on the deck from the purse of a steam trawler. It is the scouring of the bed of the ocean. Everything from halibut to squid and from dogfish to caplin is discharged with the crushing weight of the accumulated load. The good fish are gathered into the hold, the bad shoveled overboard, and the trawl again towed with full speed ahead. The steam trawl is regarded as inevitable, as its operation in the open sea, where no nation has jurisdiction.

"It is prohibited within the three-mile limit, and many who cite the destruction of British fisheries urge an international agreement to prevent its use in the open sea. The fishing nations must decide between immediate profit and care for the future."